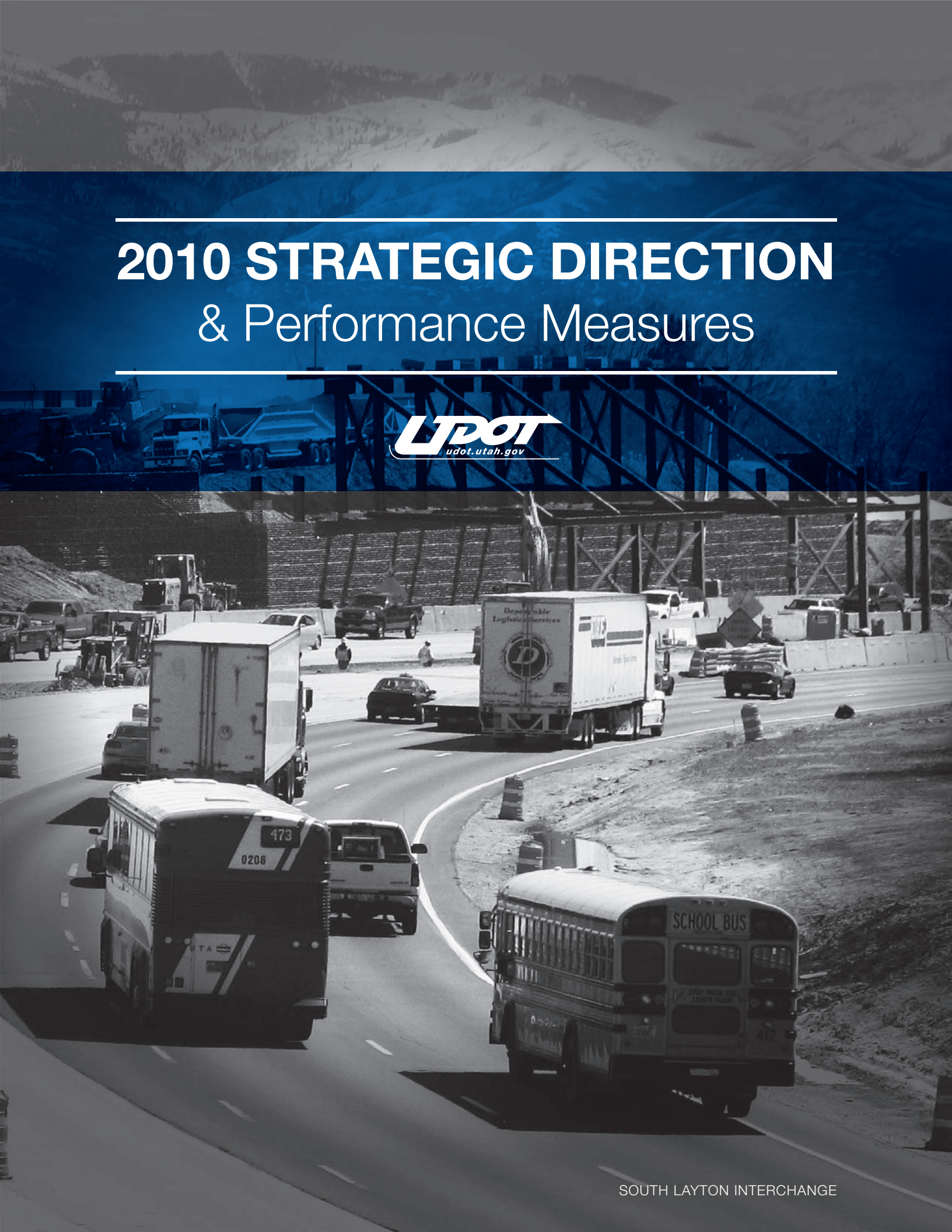
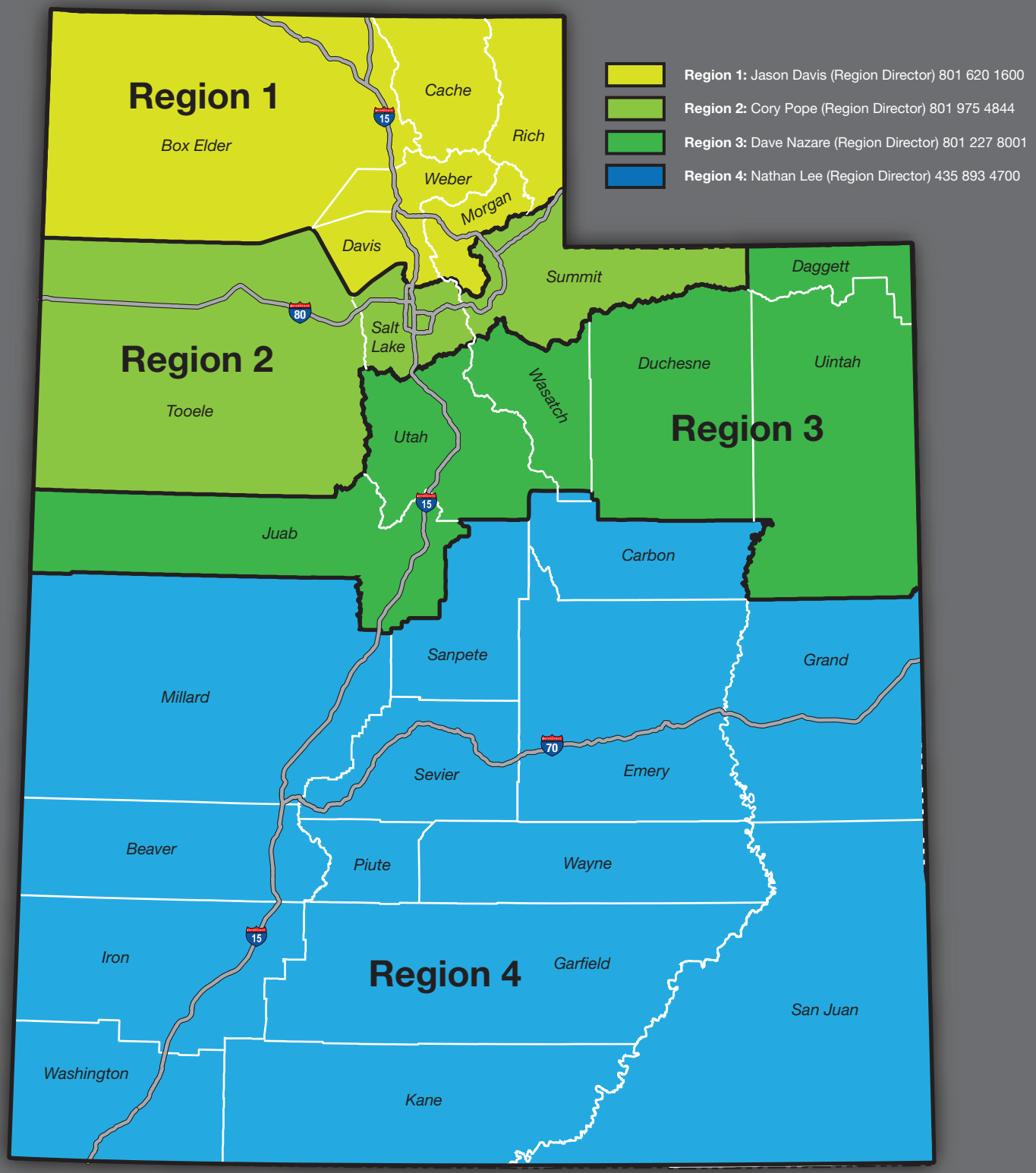
2010 STRATEGIC DIRECTION
& Performance Measures

UDOT
udot.utah.gov



SOUTH LAYTON INTERCHANGE

UDOT REGIONS



Utah Department of Transportation

Every day we interact in some way with the Utah transportation system, whether it's through the goods we purchase or services we use, the places we work, the schools our children attend or the recreational areas we visit.

A good transportation system in Utah does the following:

- Allows for efficient movement of goods and services to communities within Utah, across the region and throughout the nation.
- Provides mobility and accessibility for communities.
- Provides opportunities for economic growth.
- Provides opportunities to improve quality of life.
- Provides travel options to reduce congestion and energy consumption.

With the current economic climate, we know that the transportation decisions made today will have an impact on our future. We have many tools at our disposal to help us plan effectively and prioritize properly so that we can address today's challenges and meet the needs of tomorrow.

This document will explore the strategic goals known as the "Final Four," that drive UDOT and identify areas where additional attention to the transportation system is needed. Additionally, UDOT's goals for 2010 will be explained and the accomplishments of 2009 recognized.

John Njord
UDOT Executive Director

The Utah Transportation Commission

Who Are They? What Do They Do?

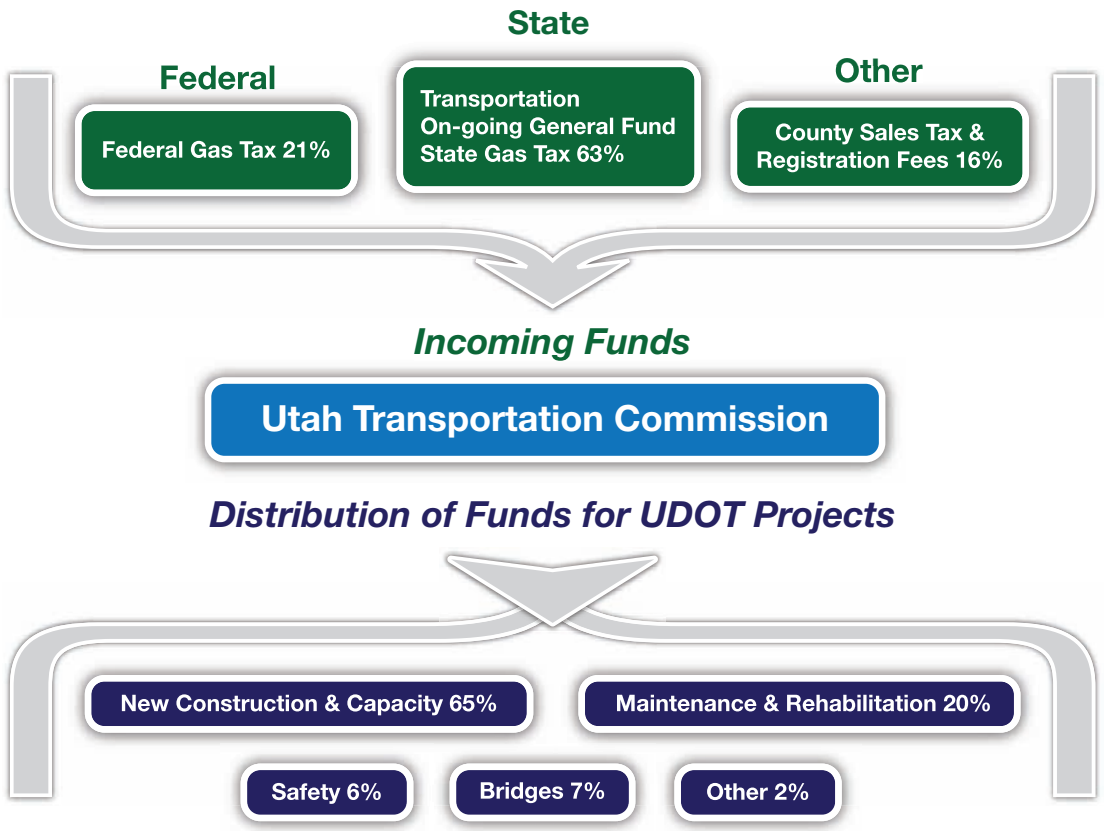
Utahns look to the Department of Transportation for leadership in identifying and solving transportation challenges. The Utah Transportation Commission works in partnership with UDOT to provide a quality transportation system for all of Utah.

The commission is comprised of seven members. Their roles and responsibilities as defined in Utah Code 72-1-303, include:

- Determine priorities and funding levels of projects in the state transportation system considering a prioritization of needs provided by the department.
- Determine additions and deletions to the state highway system.
- Hold public hearings and otherwise provide for public input in transportation matters.
- Make policies and rules under the Rulemaking Act, §63-46a, necessary to perform the Commission's duties.
- Approve establishment of tollways for new state highways or new capacity lanes under §72-6-118.
- Advise the department on state transportation systems policy.
- Review administrative rules made, amended or repealed by the department.
- Annually review public transit plans. In addition, one commissioner must serve as a non-voting member of the Board of Trustees for the Utah Transit Authority.

To find more information about the commissioners, visit **www.udot.utah.gov/go/commission.** Each commissioner may be contacted directly or through LeAnn Abegglen, Commission Secretary, at labegglen@utah.gov.

Available Transportation Program Funding 2010



UDOT operates its programs from a combination of Federal, State and local funds. Percentages change from year to year.

Funding from the Utah Legislature and gas taxes collected are the primary sources of transportation funding. By investing in transportation infrastructure projects, UDOT is able to help Utah's economy.

The Challenge:

Meet Utah's Transportation Needs for Today and the Future

> Utah's population continues to increase rapidly.
> Vehicle miles traveled (VMT) decreased slightly at the beginning of 2009, however, by the end of the year VMT increased by an average of one percent.
> Utah has invested billions of dollars in the transportation system and needs to preserve its investment.

A growing population makes it a challenge to meet the transportation demands of Utah.

After the construction of Legacy Parkway, nearby communities continued to build and expand. Utah's population increased by 1.5 percent in 2009.

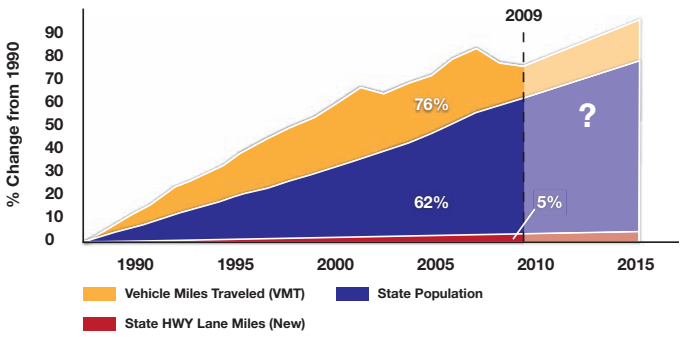
Population

Over the last 18 years, Utah enjoyed tremendous economic prosperity and growth. However, the transportation system has had a difficult time keeping pace.

As the economy rebounds and population growth continues, the challenge to improve and expand Utah's transportation system to meet today's and tomorrow's travel demands has never been greater.

- According to the Utah Population Estimates Committee, Utah's population increased by 1.5 percent in 2009. Between 1990 and 2009, Utah's population increased by 62 percent.
- The average number of vehicle miles traveled (VMT) increased by one percent from July to December 2009. This is part of the 76 percent increase in VMT seen from 1990 to 2009.
- During this same time period, new highway capacity only increased by almost five percent.

Utah Statewide Growth Trends (1990-2015)



From January to June 2009, vehicle miles traveled decreased, but from July to December there was a one percent average increase. Combine this trend with Utah's continued population growth and the need for increasing the capacity of the state's transportation system is apparent.

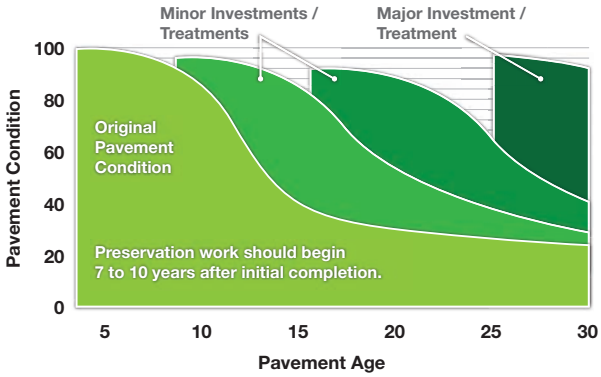
Growth

The Governor's Office of Planning and Budget projects Utah's population will surpass 3.6 million by 2020 and approximately 4.4 million by 2030. Transportation investments not only help meet today's challenges, but build a solid foundation for continued economic growth and prosperity.

Preservation Investments

UDOT maintains nearly 6,000 centerline miles of roadways across the state, an investment worth tens of billions of dollars. In order to protect that investment, small, well-timed preservation applications keep the transportation system in good condition and cost less to maintain over the long term.

30-Year Pavement Performance



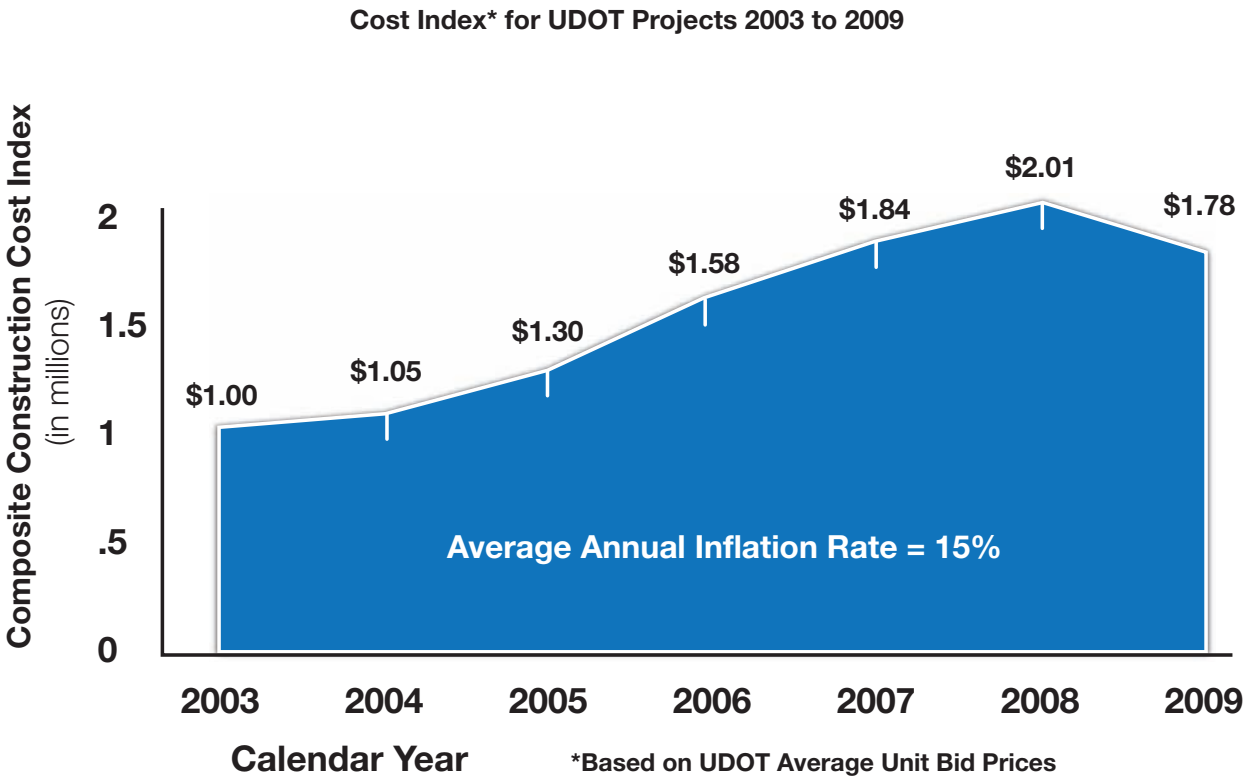
Proactively applying well-timed treatments to pavements and bridges can actually extend asset life and save significant amounts of money in reconstruction.

Financing

From 2003 to 2008, construction prices doubled, but began to drop in 2009 to slightly lower than 2007 prices.

With at least $16.5 billion in unmet highway needs already planned through 2030, UDOT recognizes that not every transportation need can be funded with projected revenue sources.We will continue to work with the governor's office and legislators to identify the appropriate financial tools necessary to construct projects in short time frames in order to save taxpayer dollars.

During 2009 asphalt oil prices stabilized around **$450 a liquid ton** after a volatile year in 2008. Prices are expected to increase in 2010.



The increasing cost of construction materials and fuel are making it difficult to meet the state's transportation demands. Costs decreased 11.4 percent in 2009, however the difference is not significant enough to offset the previous increases in construction materials and fuel prices.

Prices and competition have created a bidding environment ideal to UDOT. The number of **bidders per project increased by 50 percent in 2009.**

UDOT's Final Four Strategic Goals

With the many transportation challenges Utah faces, UDOT implemented a four-pronged strategy to address safety, congestion and maintenance needs across the state.

The Final Four Goals:

1. Take Care of What We Have

UDOT has a multi-billion dollar asset to maintain and preserve. By focusing on keeping the transportation system in good condition, its serviceable life can be maximized.

If the transportation system is allowed to deteriorate, then it will need to be reconstructed at a significantly higher cost to the taxpayer.

2. Make the System Work Better

Managing traffic congestion is an ongoing challenge. By incorporating new technologies, strategies and design features, the performance of the existing system can be optimized.

3. Improve Safety

The most important goal of the department is to provide transportation facilities that safely deliver users from one point to another. UDOT is committed to doing all it can to reduce the number of traffic-related fatalities on Utah's roads to zero.

4. Increase Capacity

As Utah continues to grow, adding capacity to the transportation system will remain necessary. With every capacity improvement project, UDOT incorporates the "Final Four" goals.

The following pages provide a more in-depth summary of each goal.

Final Four Strategic Goal:

Take Care of What We Have

> UDOT acknowledges that funding is limited and seeks to be proactive in applying existing funding to address critical preservation and maintenance needs along state highways and bridges.

> UDOT is constantly evaluating strategies to properly maintain and preserve Utah's transportation infrastructure.

> UDOT strives to keep Utah's roads free of ice and snow during the winter months to ensure the safety of motorists and to keep the roadways healthy.

With a long-term maintenance strategy, UDOT can apply a combination of routine maintenance, preservation, minor and major rehabilitation and reconstruction projects to preserve the transportation system. These strategies will maintain the condition of pavements and bridges while extending the life of each asset.

Bridge Preservation

While the bridge system is currently safe, UDOT has a backlog of bridges requiring various forms of treatment to keep them from becoming functionally obsolete or structurally deficient. When Utah's bridge system was originally built the expected life span was 45 years. Today, by using the latest technologies, new bridges have a 70-year life span.

> 2010 Performance Goal:

Have no more than 10 percent of the bridge system rated in "poor" condition and have action plans in place to repair or replace each bridge when needed. The 2009 performance goal was the same and was met.

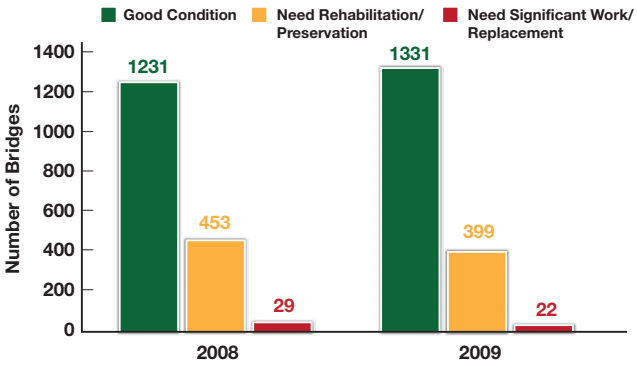
> 2009 Accomplishments:

Using a combination of State Bridge Preservation Funds, federal funds and funding from the American Recovery and Reinvestment Act (ARRA), UDOT accomplished the following work:

- **I-15 Springville**—Constructed new interchange over I-15: $14 million.
- **I-15 Payson Bridges**—Replaced six bridge decks using Accelerated Bridge Construction (ABC) methods: $3.5 million.
- **I-80 2300 East**—Replaced two bridges using ABC methods: $5 million.

- **I-80 Echo Bridges**—Replaced two bridges using ABC methods: $2.8 million.
- **I-80 State Street to 1300 East**—Replaced nine bridges using ABC methods: $25.2 million.
- **U.S. 89 Pleasant Grove**—Constructed new bridge over railroad: $4.6 million.
- **S.R. 66 Morgan City**—Replaced bridge using ABC methods: $2 million.

Condition of UDOT Bridges

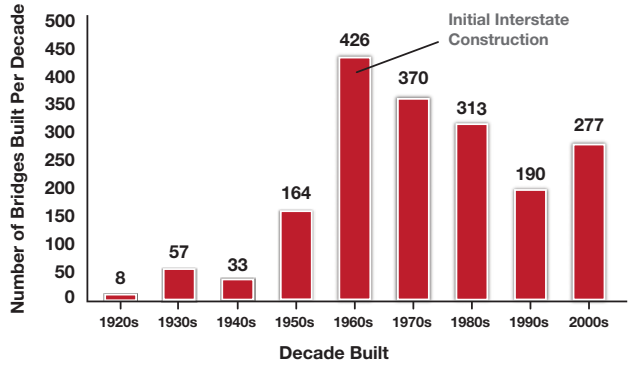


In 2009, UDOT reduced the number of bridges in need of significant work or replacement to 22. In total, 75 bridges were rehabilitated, replaced or had some preservation work done at a cost of $227.4 million.

Bridge Funding Chart

Bridge Preservation/Maintenance	$9,009,000
Bridge Rehab	$15,445,558
Bridge Replacement	$202,346,291
Bridge Widening	$0
Bridge Emergency	$545,000
Total Bridge Expenditure:	**$227,345,849**

Age Distribution of Bridges



Without preservation investments, many of those earlier-built bridges are approaching their expected life spans.

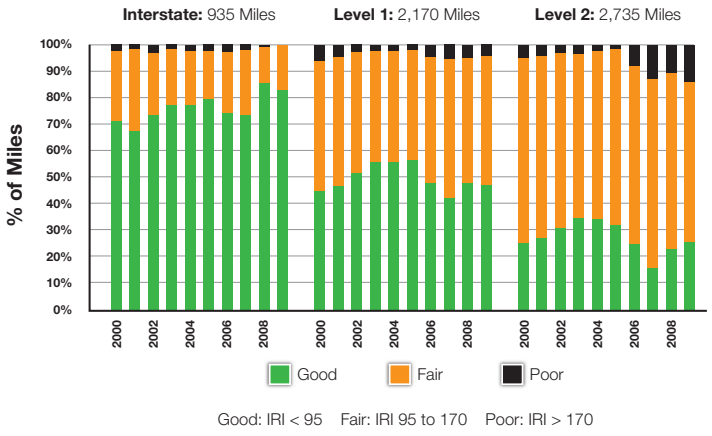
Pavement Preservation

Similar to performing routine maintenance on your vehicle, preventive treatments on roadways extend the serviceable life of the pavement for a minimal investment in comparison to the cost of reconstruction.

In 2008, UDOT implemented a policy to fund road projects based on VMT to optimize how available funding is spent. The system was prioritized into three levels: Interstates; Level 1, more than 2,000 vehicles a day; and Level 2, less than 2,000 vehicles a day. This allows the Department to focus funds on preserving pavement where 95 percent of the travel in Utah occurs.

UDOT and its employees are committed to the philosophy that "Good roads cost less."

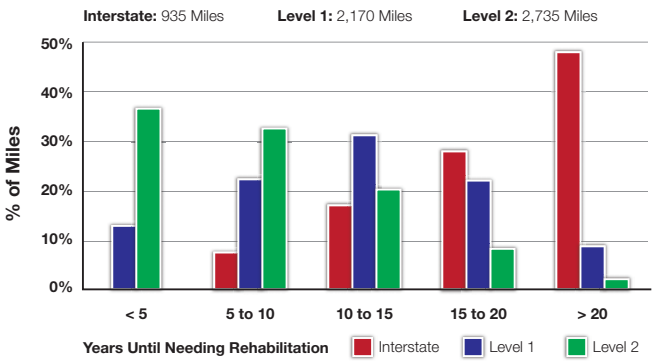
Statewide Ride Quality Condition
Based on International Roughness Index



Good: IRI < 95 Fair: IRI 95 to 170 Poor: IRI > 170

In order to keep pavement in "good or fair" condition, surface treatments need to be applied regularly. In 2009, UDOT completed reprioritizing its pavement preservation efforts.

Remaining Service LIfe



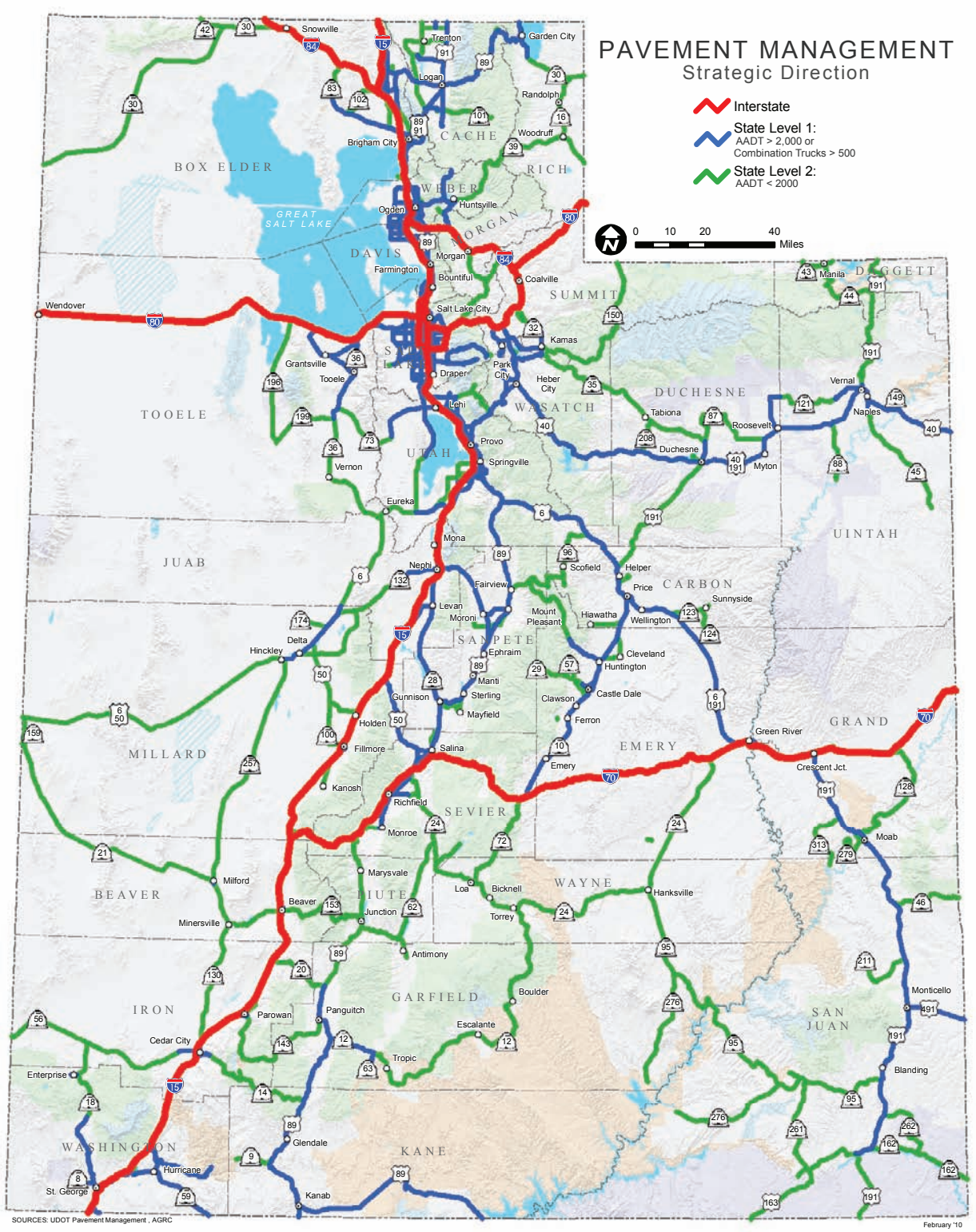
As previously illustrated in The Challenge, preservation efforts extend the life of pavements and bridges however, even with preservation treatments, concrete is built to last 40 years and asphalt is built to last 20 years. As roadways age and the expected service life is reached it becomes necessary for major reconstruction to take place.

> 2009 Accomplishment:

Through UDOT's efforts, the ride quality is in good or fair condition on 99 percent of the Interstates, 96 percent of Level 1 roadways and 84 percent of Level 2 roadways.

As part of its preservation and rehabilitation efforts, UDOT spent $225 million taking care of 335 miles of state roads.

In 2009, prices of most construction materials, including fuel and asphalt, either stabilized or experienced decreases. This allowed UDOT to leverage the competitive market by advertising more projects than anticipated.

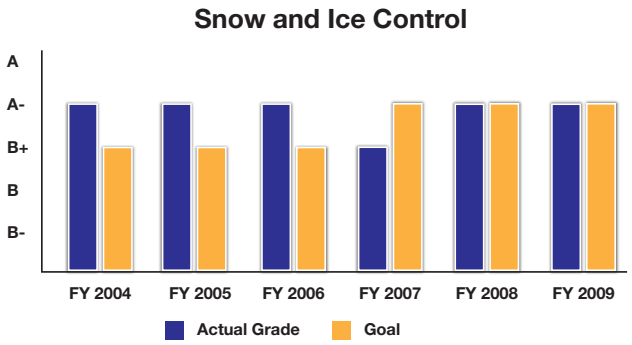

PAVEMENT MANAGEMENT
Strategic Direction
Interstate
State Level 1:
AADT > 2,000 or
Combination Trucks > 500
State Level 2:
AADT < 2000
0 10 20 40
Miles
Snowville
Trenton
Garden City
Logan
Randolph
Brigham City
Woodruff
BOX ELDER
CACHE
RICH
WEBER
Ogden
Huntsville
GREAT SALT LAKE
DAVIS
MORGAN
Morgan
Farmington
Bountiful
Coalville
SUMMIT
Manila
DAGGETT
Wendover
Salt Lake City
Kamas
Grantsville
Tooele
Draper
Park City
Heber City
DUCHESNE
Vernal
TOOELE
Lehi
WASATCH
Tabiona
Naples
Roosevelt
Provo
UTAH
Duchesne
Springville
Myton
Vernon
Eureka
UINTAH
Mona
JUAB
Nephi
Scofield
Helper
Price
CARBON
Sunnyside
Fairview
Levan
Moroni
Mount Pleasant
Hiawatha
Wellington
Delta
Hinckley
SANPETE
Ephraim
Cleveland
Huntington
Manti
Gunnison
Sterling
Clawson
Castle Dale
Mayfield
Ferron
Holden
Green River
GRAND
MILLARD
Fillmore
Salina
EMERY
Emery
Crescent Jct.
Kanosh
Richfield
SEVIER
Monroe
Moab
Milford
Marysvale
BEAVER
Loa
Bicknell
WAYNE
Hanksville
Beaver
Junction
Torrey
Minersville
Antimony
Boulder
GARFIELD
Monticello
IRON
Parowan
Panguitch
Escalante
SAN JUAN
Cedar City
Tropic
Blanding
Enterprise
Glendale
WASHINGTON
KANE
Hurricane
St. George
Kanab
SOURCES: UDOT Pavement Management , AGRC
February '10

Snow and Ice Control

Clearing snow and ice from Utah's highways during the rough winter months is a significant challenge. Successful removal is critical to ensuring the safety of motorists during inclement weather and protecting the health of the highways.

UDOT assigns a letter grade to its snow removal efforts.

- "A" represents clear, dry conditions.
- "B" represents occasional snow or ice build-up.
- "C" represents regular build-up of snow and ice.

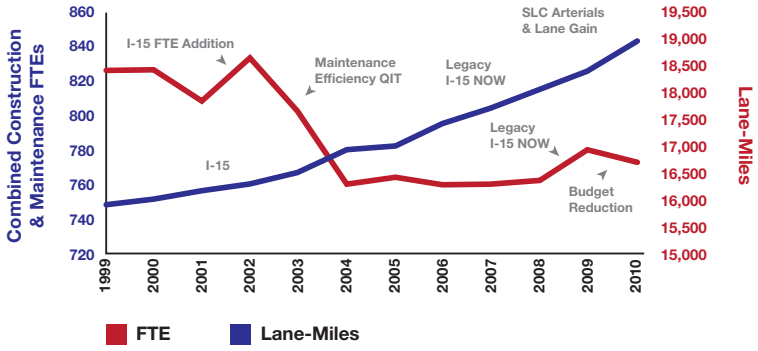


UDOT exceeded the goal of a B+ grade for several years, and in 2007 raised the bar for snow and ice control.

On average, Utah has about 25 snowstorms each year. It's important to note that each storm is different in duration, amount of precipitation and temperature. The grade is determined by the condition of the road one hour after a storm subsides.

It costs about $1 million per storm to remove snow and ice from state highways alone. The Department plows more lane miles every year, but has not increased the budget for these efforts in three years.

Construction/Maintenance Full-Time Employees (FTEs)



Between 1999 and 2010, the number of lane miles has increased, while the number of FTEs has decreased. The FTE number is made up of both construction and maintenance; these employees are now interchangeable and work in both areas. "Lane miles" include all travel lanes, ramps, HOV lanes, passing lanes, etc., but does not include the shoulders.

> 2010 Performance Goal:
UDOT's target grade for state maintained roads is an A-.

> 2009 Accomplishment:
The target for snow and ice removal for FY 2009 was an A-; UDOT met the goal for the fiscal year at a cost of **$22 million.**

Final Four Strategic Goal:
Make the System Work Better

> UDOT is proactive in its efforts to manage the transportation system through TravelWise strategies that include the expansion of the Express Lanes system and encouragement of public use of CommuterLink™ tools to maximize system usage.

> UDOT strives to empower motorists to make good travel decisions by providing them with information that is timely and accurate.

> UDOT will continue to work with local communities to improve mobility and reduce congestion through traffic signal coordination.

> UDOT is committed to quickly clearing incidents that slow or stop traffic, making the roads safer for motorists and helping to maintain the free flow of traffic.

UDOT helps optimize travel by providing up-to-date travel information, implementing transportation demand management strategies, improving traffic signal coordination, installing ramp meters and providing incident management across Utah.

TravelWise

Through its TravelWise program, UDOT is identifying strategies to optimize the existing statewide transportation system. By reducing travel demand, especially during peak congestion hours, we can help reduce energy consumption and traffic congestion and improve air quality. TravelWise focuses on strategies that encourage travelers to use alternatives to driving alone, including:

- Public transit
- Ridesharing, vanpooling and carpooling
- Teleworking
- Compressed and flexible workweeks
- Active transportation (biking and walking)

In 2010, the TravelWise program is reaching out to Utah companies to encourage more efficient commuting and work-related travel. TravelWise is coordinating this effort with CommuterLink and Express Lanes so that Utah businesses can implement all of UDOT's travel optimization resources through one efficient contact. This coordinated effort also allows UDOT's programs to work synergistically—rather than in silos—to maximize the transportation system.

"Solid infrastructure supports Utah's economy and enhances our quality of life. We can each help make Utah's transportation system a little more efficient with TravelWise, ultimately reducing energy use, reducing traffic congestion and improving air quality. We're not asking one person to do everything, but we are asking everyone to do something. As individuals, businesses and organizations embrace and implement TravelWise strategies, our roadways will function more efficiently and all Utahns will benefit. Together, we can make our state an even better place to live and do business."

- Governor Gary R. Herbert

> 2010 Performance Goals:

- Develop 10 TravelWise Collaborative Action Plans with employers, government organizations and/or agencies.
- Educate the public on TravelWise strategies through 10 workshops, speaking opportunities and community events.
- Contact 40 employers through an outreach effort coordinated with the Express Lanes and CommuterLink programs.
- Educate Utah County employers and drivers about using TravelWise to reduce 10 percent of freeway traffic during I-15 CORE construction.
- Include TravelWise strategies in Wasatch Front Regional Council, Mountainland Association of Governments and UDOT long-range plans.

> 2009 Accomplishments:

- Facilitated Collaborative Action Plan agreements with both public and private entities to assist them in implementing TravelWise strategies.

Traveler Information

Providing the public with timely, accurate information to get them to their destinations quickly and efficiently enables them to make better travel decisions, helping reduce delays, prevent crashes and improve air quality.

> 2010 Performance Goals:

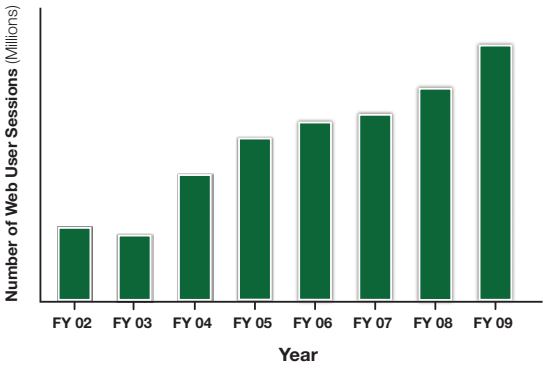
- Continue to increase use of both the CommuterLink website and 511® Travel Info by 10 percent annually.
- Improve the CommuterLink website by providing a weather and road condtition map, and the mobile website by including a real-time traffic flow map and travel time data.

> 2009 Accomplishments:

- Use of the CommuterLink website grew by approximately 18 percent in 2009 over 2008.
- Calls to 511 decreased in 2009 due to milder winter weather. However, the number of calls was the second highest of any year since the program began.

A goal for both the CommuterLink website and the 511 telephone system is to increase annual usage by 10 percent every year. Last year, this goal was achieved for the website, but not for the 511 system.

User Sessions on CommuterLink.utah.gov



Express Lanes

In order to utilize unused capacity in the HOV lane, UDOT implemented the Express Lanes allowing solo drivers to use the lane for a fee. These drivers currently purchase a pass for $50 a month but beginning fall 2010 they will be able to pay for the access they use. The fee will vary depending on the time of day and congestion. The lane will be managed to assure that carpoolers, buses, C plate vehicles and motorcycles are not negatively impacted.

> 2010 Performance Goals:

- Open the Express Lanes to electronic collection by the end of August 2010.
- Operate the Express Lanes to maintain at least a 55 mph speed 90 percent of the time.
- Manage Express Lanes usage so as to shift at least 500 vehicles in the peak hour from the general purpose lanes to the Express Lanes while maintaining at least 55 mph speed 90 percent of the time.

>2009 Accomplishments:

- The Express Lanes contractor was selected and the contract awarded for installation of the electronic lane control system.
- The Express Lanes Customer Service Center was selected and a contract was awarded.

Traffic Signal Coordination

UDOT works with local communities to improve traffic flow on state roads within those jurisdictions. By improving signal timing and coordinating signals to stay green though several intersections, congestion is reduced.

> 2010 Performance Goals:

- Identify corridors in need of timing improvements.
- Implement improved timing and document the results with “before and after“ studies.
- Implement a pilot project for Adaptive Control System Lite, signal timing software for closed-loop arterial systems.

> 2009 Accomplishments:

- UDOT optimized signals along 11 corridors in Regions 1, 2, and 3 plus 164 intersections in the Salt Lake City Central Business District. The 11 corridors included:
  - S.R. 126 or 1900 West, Ogden
  - 1200 South, Ogden
  - 30th Street, Ogden

- 5600 West, Ogden
- Redwood Road, West Jordan
- State Street, Sandy
- 9000 South, Sandy
- 10600 South, Sandy
- Bangerter Highway, Bluffdale
- Main Street, Springville
- U.S. 6, Spanish Fork

- Six of the optimized corridors and the Salt Lake City Central Business District were studied in detail. Before and after optimization, field measurements were collected for travel time, vehicle delay and percent of time vehicles stop. In the areas studied, motorists were saved an estimated 519,000 hours in travel time and $15.5 million in user costs for 2009.

After Signal Timing Optimization

Location	Reduction in Travel Time	Reduction in Intersection Delay
U.S. 6 Spanish Fork 1000 North to Canyon Road	**12%**	**40%**
Redwood Road, West Jordan 700 South to 13400 South	**11**	**39**
State Street, Sandy 7200 South to 11400 South	**7**	**10**
Bangerter Highway, Bluffdale 9800 South to I-15	**14**	**50**
9000 South, Sandy State Street to 700 West	**6**	**9**
10600 South, Sandy State Street to 1300 West	**7**	**10**

Incident Management

The flow of traffic can be severely impeded by factors such as crashes, stalled vehicles, litter and other debris on the roadways. UDOT's Incident Management Teams (IMT) work closely with Utah Highway Patrol officers and local emergency response teams in clearing roadways and restoring traffic to normal flows.

> 2010 Performance Goal:

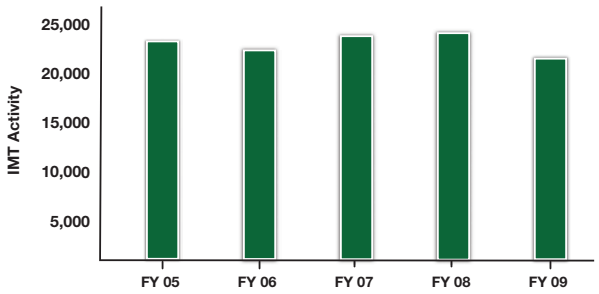
- Strive to reduce average clearance times to below 60 minutes.

> 2009 Accomplishments:

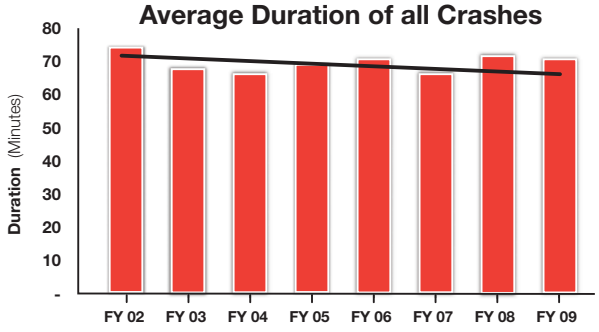
- IMT crews were on scene to provide traffic or emergency assistance an average of **1,693 times per month.**
- IMT assists, including aid to motorists, fatal and personal injury crash assistance and debris and abandoned vehicle removal, totaled **20,314.**

Total IMT Activities

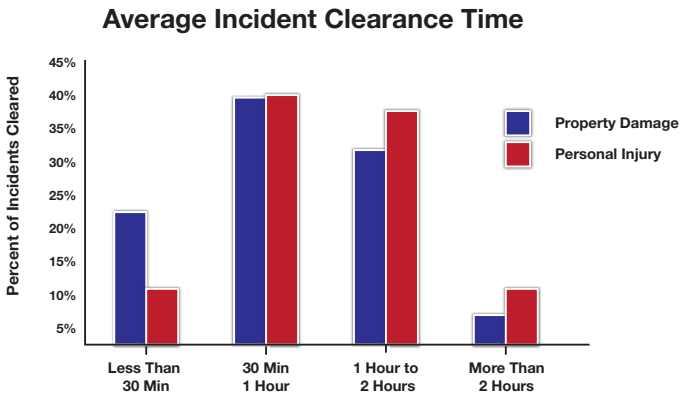
Motorist Assists, Incident Assists, Debris Removal, Other Assists and Abandoned Vehicles



Average Duration of all Crashes



Average clearance times for injury crashes increased slightly from 71 minutes in 2008 to 73 minutes in 2009, but decreased slightly for all crashes.



People spend 15-20 percent less time delayed due to crashes, thanks to the effort of IMT crews

The following table illustrates the amount UDOT spends annually on traffic operations to make the system work better.

Category	Annual Expense
Operations	
Incident Management (Total Regions 1, 2 and 3)	$900,000
Traffic Signal Maintenance (Total Regions 1, 2, 3 and 4)	$1.5 million
Traffic Signal Coordination and Operations (TOC)	$500,000
Ramp Meter Operations (TOC)	$120,000
Weather Operations (TOC)	$350,000
TOC Control Room Operations (TOC)	$1.33 million
ITS Maintenance (TOC)	$2.05 million
Subtotal Operations	**$6.75 million**
Capital Improvements	
ITS Traffic Management Division	$3 million
Traffic Signal Detection Upgrades	$2 million
Traffic Signal Controller Upgrades	$375,000
ITS Deployment in Projects (See note)	$5 million
Subtotal Capital Improvements	**$10.375 million**
Total	**$17.125 million**

Note: ITS deployment in projects varies from year to year. In recent years, projects such as the Legacy Parkway, I-15 NOW and I-15 Washington County have expanded the ITS infrastructure. In the upcoming years, the Express Lanes project and the I-15 CORE project will expand ITS. The chart above is an estimate of the value of ITS contained in projects averaged over several years.

Final Four Strategic Goal:
Improve Safety

> UDOT is committed to helping motorists get safely to and from their destinations.

> UDOT constantly seeks out innovative methods and programs to improve safety and reduce traffic fatalities.

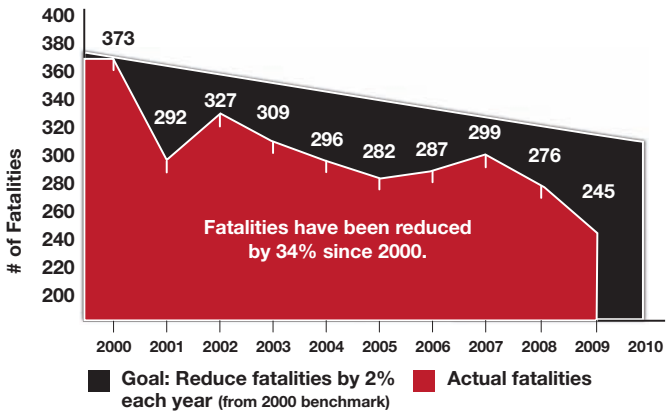
> UDOT continues to be proactive in working with other safety organizations to promote motorist and pedestrian safety through public outreach campaigns.

In 2009, UDOT spent **$25.8 million** to improve motorist and pedestrian safety in our state.

Federal	
Highway Safety Improvement Program	$8.457 million
High Risk Rural Roads Program	$627,000
Railroad Crossings Program	$1.533 million
Safe Routes to School Program	$1.718 million
Total for Federal Programs:	**$12.335 million**
State	
Signal Program	$9 million
Safety Spot Improvement Program	$2 million
Lighting Program	$300,000
Signing Program	$400,000
Barrier Treatments Program	$300,000
ADA Ramp Program	$1 million
Safe Sidewalk Program	$500,000
Total for State Programs:	**$13.5 million**
Total Safety Programs:	**$25.835 million***

** This total represents federal safety spending and state construction funds appropriated to safety programs.*

Reduce the Total Number of Fatalities on Utah Roads



UDOT's long-standing goal is to reduce the number of traffic-related deaths by two percent each year. Over the past seven years, Utah's fatalities have been below the measured goal line.

> 2010 Performance Goals:

Reduce Utah highway deaths by two percent using methods including:

- Improve visibility of roadway markings.
- Install additional center-line and shoulder rumble strips on state highways.
- Add cable barriers in areas where feasible.
- Work with Metropolitan Planning Organizations (MPOs) to incorporate into their planning processes safety criteria which identify and address safety improvements on local roads.

> 2009 Accomplishments:

- Constructed 25 new traffic signals, 10 were designed and constructed in less than four months.
- Upgraded 12 intersections for left-turn phasing.
- Prioritized list of expensive dual left-turn upgrades in Region 2 and constructed the first location.
- Continued upgrading power sources to battery backup at critical intersections.
- Added 20 miles of shoulder/clear-zone improvements: $580,000.
- Installed 17 miles of new concrete, cable and guardrail barriers: $4.9 million.
- Built 222 miles of rumble strips: $850,000.
- Developed and initiated a program to assist MPOs to explicitly consider safety in their planning processes. The program included training curriculum and workshop for UDOT and MPO staff on incorporating safety in the planning process.

Reduce Pedestrian Fatalities

Utah's population is still growing and roadways need to continue to be improved to make them more pedestrian friendly.

> 2010 Performance Goals:

- Enhance roadway lighting at specific intersections.
- Explore intelligent transportation strategies at specific intersections.
- Build additional sidewalks to improve pedestrian safety.

> 2009 Accomplishments:

- Installed 666 pedestrian ramps—353 new and 313 replacement ramps.
- Finished four safety lighting projects: $148,000.
- Completed nine safe sidewalk projects: $140,000.
- Awarded $2,131,210 in Safe Routes to School (SRTS) funding to elementary and middle schools throughout the state.
- Completed 16 SRTS infrastructure projects (sidewalks, school bicycle facilities, etc.) from Box Elder to Washington County.

Public Outreach

Public outreach partnerships forged with law enforcement and other safety organizations help educate the public and make Utah a safer place for living, traveling, doing business and enjoying recreation.

Notable campaigns include:

Zero Fatalities®—Promote safe driving habits.
SNAP—Student Neighborhood Access Program develops and implements safe routes to schools.
Litter Hurts—Encourages the public to secure loads.

> 2010 Performance Goals:

- Continue to increase public awareness of safety issues.
- Forge new partnerships with organizations across the state.

> 2009 Accomplishments:

- Overall 75 percent of Utahns surveyed have knowledge of the Zero Fatalities program and admitted the program has influenced their driving behavior.

- A key product last year was the development of a "texting while driving" video telling the story of four families affected by a texting-while-driving crash. The educational DVD was distributed to all Utah high schools, downloaded from ZeroFatalities.com more than one million times and highlighted at U.S. Secretary of Transportation LaHood's distracted driving summit.

- Utah's Teen Driving Task Force and its "Don't Drive Stupid" message was honored with the AASHTO President's Award for Highway Traffic Safety.

- Tool kits for both UDOT Motor Carrier Division programs—"Truck Smart" and "Drive to Stay Alive"—were developed with fact sheets, quizzes and demonstration videos on safe driving behaviors, whether driving around or in large commercial vehicles. The Truck Smart tool kits were given to every driver education program in Utah, while Drive to Stay Alive tool kits were distributed at the Utah Trucking Association annual convention.

- SNAP redesigned its safe routes mapping software and planning guide and re-launched them as a Web-based program fully integrated with Google Maps™. Since the launch in August, more than 280 schools are using the program — that is more than one-third of the schools in the state.

- The "SNAP, Walk 'n Roll" musical 35-minute assembly program has performed to more than 13,500 elementary school students and is booked through April to reach more than 40,000 students. The program teaches students the signs and symbols, rules of the road and how to use their safe routes map to walk and bike safely to school.

- SNAP's first statewide campaign geared toward students, "Walk More in Four," challenged students to walk or bike to school at least 60 percent of the time during the four weeks in September before International Walk to School Day. The program included press events with eight different mayors from Logan to St. George. More than 2,000 students participated.

- Litter Hurts outreach and advertising helped reduce UHP callouts to debris on the road by 39 percent and reduced debris-related accidents by 18 percent.

UDOT and Zero Fatalities® released a 15-minute video about the consequences of texting while driving using a real Utah story to educate the public. Since its release in August, the video has been downloaded from www.ZeroFatalities.com more than 1.2 million times.

Final Four Strategic Goal:
Increase Capacity

> UDOT is working hard to improve mobility throughout the state by expanding the transportation system.

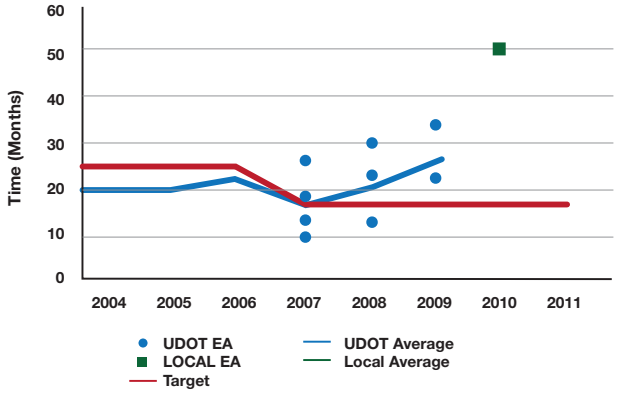
> UDOT will continue to work with Metropolitan Planning Organizations and communities to encourage corridor preservation.

Although miles traveled decreased in the beginning of 2009, from July to December VMT increased by an average of one percent, and population grew by 1.5 percent. As population increases, it is inevitable that capacity will need to be added to the existing transportation system.

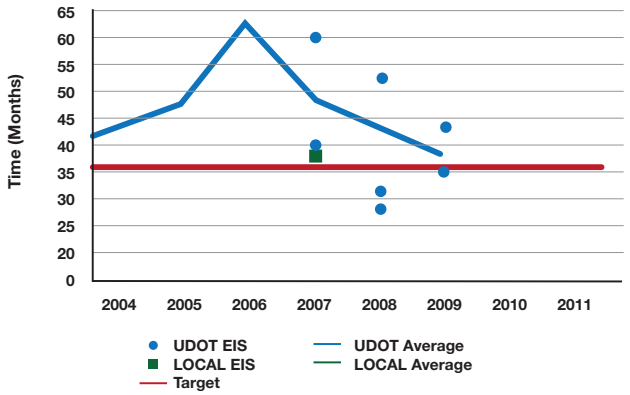
Environmental Process

The first step for nearly all projects that will increase capacity is the environmental process. By preparing an environmental document UDOT not only meets federal and state regulations but also is able to evaluate what the best method is to address Utah's transportation needs.

Environmental Assessment (EA) Documents Completion Timeframes



Environmental Impact Statement (EIS) Documents Completion Timeframes



Efficiencies and innovations in the environmental process increase the number of projects that are ready for construction. Through Federal Highway Administration (FHWA) authority UDOT has the ability to approve Categorical Exclusion documents, accelerating the process by two to three weeks.

> 2010 Performance Goals:

To expedite the environmental process UDOT will continue to work closely with consultants to:

- Utilize an outline of how to approach the documents so they are completed correctly the first time.
- Maintain a database of mitigation commitments for future use and reference.
- Provide necessary documentation and forms online for easy access.
- Provide training to interested parties.

UDOT plans to finish two State Environmental Studies (SES), one Environmental Impact Statement (EIS) and any Categorical Exclusion documents as needed in 2010:

- **Region One:** S.R. 193 Extension SES, 2000 West to I-15; $1 million; studying possible east-west capacity improvements.
- **Region One:** S.R. 252 or 1000 West SES, Logan; $500,000; studying capacity and safety improvements that can be made in the area.
- **Region Two:** Midvalley Highway EIS, Tooele County; $2.4 million; studying the potential for a new north-south highway.

> 2009 Accomplishments:

UDOT worked closely with consultants to create an environmental process that could be completed in a timely and efficient manner:

- Provided consultants with assistance and information allowing them to complete the environmental documents correctly the first time.
- Updated the Environmental Manual of Instruction and posted it on the UDOT website for easy access.
- Continued to provide training to both UDOT staff and consultants on the environmental process.

UDOT completed two Environmental Impact Statements (EIS), two Environmental Assessments (EA), one State Environmental Study (SES) and 179 Categorical Exclusions (Cat Ex).

- **Region Two:** Redwood Road, 6200 South to I-215 Cat Ex; $18 million; includes an auxiliary lane and new Continuous Flow Intersection (CFI).
- **Region Three:** Geneva Road, Provo Center Street to State Street EIS; $3 million; the preferred alignment will accommodate expected traffic growth into 2030 with five to seven lanes throughout the corridor.
- **Region Four:** S.R. 262, Montezuma Creek to Aneth EIS; $1.6 million; addressed safety concerns from existing roadway deficiencies and was a partnership project between UDOT, FHWA and the Navajo Nation DOT.

Corridor Preservation

UDOT works with Metropolitan Planning Organizations (MPOs) to identify long-term improvements and new facilities for Utah's transportation system. Once new corridors of major significance are identified and the proper approvals obtained, funds from either UDOT's Corridor Preservation Fund or Local Corridor Preservation Fund can be used to purchase parcels of land in an effort to preserve a future transportation corridor. Local municipalities can also set aside land for future transportation routes through zoning changes and working directly with land developers.

Every $1 spent now on corridor preservation can save $4 to $20 in the future.

> 2010 Performance Goals:

Engage metropolitan planning organizations, cities and counties in solidifying corridors and begin using funds now.

- **Region One:** Riverdale Road; $2.2 million.*
- **Region Two:** Mountain View Corridor; corridor will be preserved for this planned freeway, transit and trail system in western Salt Lake and northwestern Utah.*
- **Region Three:** I-15 corridor, various locations; preservation efforts for 2010 will focus on preventing development from encroaching onto the I-15 corridor.*
- **Region Four:** S.R. 7 or Southern Parkway, new St. George Airport to S.R. 9 in Hurricane; working with over 100 private and public land owners to acquire corridor right of way including a Title 23 right-of-way transfer from the BLM and the purchase of key parcels on S.R. 9.*

> 2009 Accomplishments:

- **Region One:** North Legacy $476,000 spent on property acquisitions.*
- **Region Two:** Mountain View Corridor; $13.8 million spent on property acquisitions.*
- **Region Three:** I-15 CORE; preservation efforts for 2009 focused on preventing development from encroaching into the proposed I-15 corridor.*
- **Region Four:** S.R. 9; $1.4 million spent on property acquisitions.*

Choke Points

Alleviating traffic congestion at critical locations now improves the mobility of the system. UDOT's choke point program does the following:

- Identifies critical need areas annually.
- Allocates funds to prioritized locations.
- Designs and builds projects typically within one fiscal year.

> 2010 Performance Goals:

UDOT plans to complete the following choke point projects in 2010:

- **Region Two**: S.R. 201, I-80 to S.R. 202; $10 million; S.R. 201 widened to include several center turn lanes.*
- **Region Three:** S.R. 198 or Spanish Fork Main Street, Fairgrounds to Arrowhead Trail; $7.8 million; will add three lane miles and a new structure over the Spanish Fork River.*
- **Region Four:** I-15, Exit 4 Bloomington Interchange modifications; $1.5 million; realignment and widening of the roadway roundabout.*

> 2009 Accomplishments:

- **Region One:** S.R. 108, Syracuse Road Northerly; $7 million; added eight lane miles.*
- **Region Two:** S.R. 201, Bangerter Highway to 5600 West; $17 million; added 4.88 lane miles including a new lane in each direction.*
- **Region Three:** U.S. 40, West Roosevelt to Ioka Junction; $3.5 million; added four lane miles including a two-way left turn median.*
- **Region Four:** S.R. 10, Horseshoe to the Carbon County line; $9.7 million; included intersection improvements and the addition of passing lanes as well as the rehabilitation of the existing roadway.*

**This is a sampling of the projects completed and planned for completion.*

Capacity Projects

Increasing the capacity of the transportation system, when possible, enables UDOT to address all four elements of the "Final Four" at the same time by:

- Addressing safety concerns.
- Improving pavement conditions.
- Improving bridges, when included in a project.
- Installing traffic management technologies to enhance traffic flow.
- Providing additional connectivity and mobility to the system.

> 2010 Performance Goals:

Complete construction on capacity projects which either began in 2009 or will begin in 2010. Some of these projects are listed below:

- **Region One:** Syracuse Road, 1000 West to 2000 West; $31.7 million; will add 6.6 lane miles, bike lanes, 12-foot shoulders and dedicated right- and left-turn lanes at signalized intersections.*
- **Region Two:** 11400 South, I-15 to Bangerter Highway; $245 million; will add 20 lane miles and a new I-15 interchange.*
- **Region Three:** Pioneer Crossing, I-15 to Redwood Road; $247 million; will add 25 lane miles, an improved I-15 interchange, and grade separated railroad crossing.*
- **Region Four:** S.R. 7 or Southern Parkway, River Road to the New St. George Airport; $38 million; will add 10 lane miles and provide access to the new St. George Regional Airport six months prior to the airport's opening.*

> 2009 Accomplishments:

UDOT completed a number of capacity projects in 2009, some of which include:

- **Region One:** I-15, Gordon Lane; $71 million; added 15 lanes miles.*
- **Region Two:** Redwood Road, Bangerter Highway to Saratoga Springs; $107 million; added 38.4 lane miles, bike lanes, wildlife crossings and new signals.*
- **Region Three:** S.R. 77, I-15 to Springville Main Street; $90.3 million; added 10 lanes miles, a new I-15 interchange, and two grade-separated railroad crossings.*
- **Region Four:** S.R. 7 or Southern Parkway, I-15 to River Road; $57 million; added 16 lane miles.*

**This is a sampling of the projects completed and planned for completion.*

Appendix:

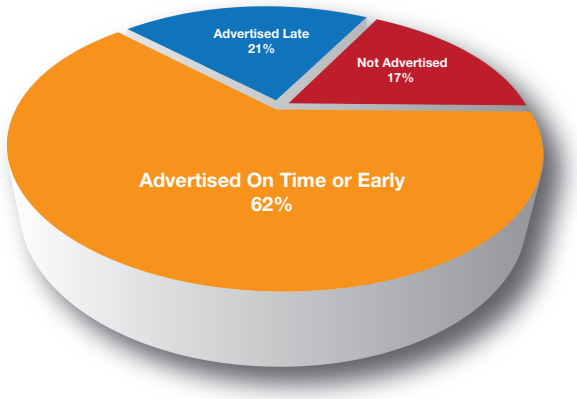
The Department's construction program is divided into two main parts: *Preconstruction and Construction.*

Preconstruction

Before any asphalt is rolled or any concrete is placed, UDOT has to complete all the necessary roadway design, property and utility agreements and other elements.

In 2009, the department advertised 229 projects for contractor bid worth a total of $2.83 billion.

2009 Project/Studies Advertising Schedule



In order to obtain the best prices for construction, UDOT strives to bid projects in the fall when contractors are completing the current year's work and have yet to allocate resources and manpower for the upcoming year.

According to the Federal Highway Administration, for every $1 billion spent on transportation projects, 29,000 jobs are created.

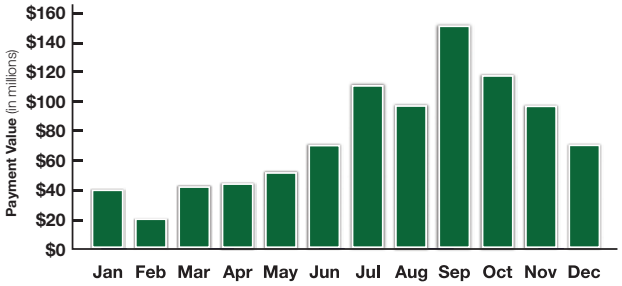
Construction

Currently, UDOT has 174 projects or studies under contract worth an estimated $3 billion.

- On schedule – 78 percent
- Slightly behind schedule – 12 percent
- Behind schedule – 10 percent

In 2009, UDOT paid contractors more than **$910 million.**

2009 Contractor Payments by Month



Contractor payments not only cover construction projects, but also projects in the design phase as well as transportation studies.

2010 STRATEGIC DIRECTION
& Performance Measures

UDOT
Connecting Communities